


FY 2022 CAPITAL IMPROVEMENT PROJECTS



THE CITY OF
WILLIAMSBURG
RECOGNIZES THE
IMPORTANCE
OF SETTING
SPECIFIC GOALS.
GOALS PROVIDE
BOTH MEANS OF
**SORTING OUT
PRIORITIES**, AND
A STANDARD

INTRODUCTION

The Capital Improvement Projects of the City of Williamsburg are administered through two funds, the **CAPITAL IMPROVEMENT FUND** (funded by sales tax, grants and bonds) for general government improvements and the **UTILITY FUND** for water and sewer projects.

The City projects five-year capital improvement projects with the first year funded and the remaining four years show for planning purposes. At the end of the year the funding for any uncompleted project is encumbered as necessary and presumed to be finished in the next fiscal year.

Revenue of the Capital Improvement Fund are derived from the 1% Sales Tax that is collected and distributed monthly by the state. All taxable purchases in the Hampton Roads area of Virginia are charged at the rate of 6%, one percent of which is returned to localities by law. It has been the policy of the City Council for over 25 years to use this revenue to fund general capital projects in the City.

To stabilize operations for comparison each year interest earnings of the General Fund are accounting for in the Capital Improvement Fund. In the past the operating budgets experienced drastic swings in these revenues caused by extreme changes in interest rates. Also, the City's annual paving program is accounted for as a capital expenditure to minimize the skewing effect on operations over time.

Revenues of the Utilities Fund are used to fund capital improvements, as well as operating costs, for the water and sewer systems.

Capital project detail sheets include a reference to one or more of the specific City Council's Goals, Initiatives and Outcomes for the 2021 and 2022 Biennium (GIO's).

GENERAL GOVERNMENT CAPITAL IMPROVEMENT PROJECTS PROGRAM SUMMARY FY 2022-2026

CAPITAL REVENUES

	ADOPTED BUDGET FY 2022	ESTIMATED THROUGH FY 2021	ACTUAL 2020
State 1% Sales Tax	\$4,400,000	\$3,750,000	\$4,438,772
Interest Earnings	200,000	80,000	600,739
Grants	1,162,770	562,293	392,544
Miscellaneous	0	0	57,876
Transfer - Courthouse Maintenance	40,000	0	0
Proceeds from Bonds	738,190	0	0
Transfer from Utility Fund	300,000	0	0
Transfer from General Fund	940,635	0	0
Transfer to (from) Reserves	3,877,922	5,255,945	3,103,408
TOTAL REVENUES	<u>\$11,659,517</u>	<u>\$9,648,228</u>	<u>\$8,593,339</u>



CAPITAL EXPENDITURES

	ADOPTED BUDGET FY 2022	ESTIMATED THROUGH FY 2021	ACTUAL 2020
Public Works	\$3,195,770	\$3,404,456	\$4,587,855
Police	1,220,190	607,909	210,999
Fire	3,413,910	327,877	295,831
Recreation	400,000	536,408	159,038
Community/Economic Development	259,285	162,221	576,390
General Government	345,000	290,143	238,103
Contingency	445,000	100,000	100,000
Schools	828,453	745,969	864,861
Courthouse	40,000	0	0
Debt Service	1,511,909	1,713,869	1,560,262
Transfer to General Fund	0	1,759,376	0
TOTAL CAPITAL EXPENDITURES	\$11,659,517	\$9,648,228	\$8,593,339

GENERAL FUND CAPITAL IMPROVEMENT - FY2022 PROJECTS AND DEBT SERVICE

27.4%
PUBLIC WORKS

10.5%
POLICE

29.3%
FIRE

3.4%
RECREATION

2.2%
COMMUNITY/
ECON DEV

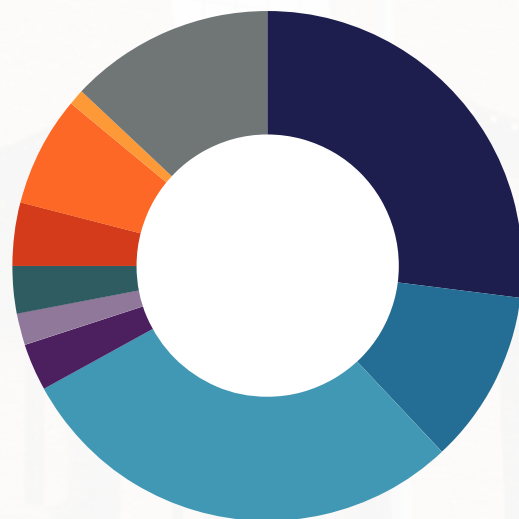
3.0%
GENERAL
GOVERNMENT

3.8%
CONTINGENCY

7.1%
SCHOOLS

0.3%
COURTHOUSE

13%
DEBT
SERVICE



GENERAL GOVERNMENT CAPITAL IMPROVEMENT PROJECTS PROJECT DETAILS FY 2022-2026

CAPITAL REVENUES

	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
State 1% Sales Tax	\$3,900,000	\$0	\$4,400,000	\$4,902,450	\$5,015,206	\$5,130,556	\$5,248,559	\$24,696,771
Interest Earnings	80,000	0	200,000	350,000	250,000	350,000	200,000	1,350,000
Transfer from General Fund	0	0	940,635	940,635	940,635	940,635	940,635	4,703,175
Courthouse Maintenance Fund - Transfer	0	0	40,000	0	0	0	0	40,000
VDOT - Excess Urban Allocation (Capitol Landing Road Redesign)	34,446	1,954,428	0	0	0	0	0	0
VDOT - Revenue Sharing (Capitol Landing Road Redesign)	0	1,340,793	0	0	0	0	0	0
VDOT - Smart Scale (Cap. Landing Rd. / Bypass Rd. Intersection)	0	0	700,000	1,444,760	0	0	0	2,144,760
VDOT - Grant (Monticello Avenue Multi-Use Path)	345,887	0	0	0	0	0	0	0
VDOT - Smart Scale (Ironbound Road P2)	0	0	0	310,100	1,612,600	0	0	1,922,700
VDOT - Smart Scale (Ironbound Road P3)	0	0	0	451,600	0	1,117,100	1,743,700	3,312,400
VDOT - Smart Scale (Richmond Rd Signal & Pedestrian Improv)	0	0	0	0	142,500	\$61,000	0	203,500
VDOT - Smart Scale (Lafayette St Signal & Pedestrian Improv)	0	0	0	0	47,700	\$43,300	0	\$91,000

CAPITAL REVENUES (CONTINUED)

	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
VDOT - Smart Scale (Lafayette Street Reconstruction)	\$0	\$0	\$0	\$0	\$300,000	\$600,000	\$3,429,000	\$4,329,000
State of Good Repair Repaving - Repaving Program	0	1,001,050	294,830	0	0	0	0	294,830
Transportation Alternatives (Francis Street Sidewalk/Trail)	2,151	204,941	0	0	0	0	0	0
State Stormwater Local Assistance Fund - Capitol Landing Road	0	267,487	0	0	0	0	0	0
VDOT Revenue Sharing Capitol Landing Road - Stormwater	0	0	0	0	0	102,938	102,937	205,875
State Stormwater Local Assistance Fund - Walnut Hills	0	0	0	0	0	211,300	0	211,300
State Stormwater Local Assistance Fund - Route 143	0	0	0	175,000	0	0	0	175,000
William & Mary (Monticello Avenue Multi-Use Path)	67,024	0	0	0	0	0	0	0
VDOT - Federal Funding - (HSIP - Flashing Yellow Arrow)	0	0	97,940	145,060	0	0	0	243,000
Brownfield Grant	41,815	526,468	0	0	0	0	0	0
Comm. of VA - Aid to Localities Grant (Fire Equipment)	53,613	0	50,000	50,000	50,000	50,000	50,000	250,000
Comm. of VA - Four for Life Grant (EMS Training & Equipment)	17,347	0	20,000	20,000	20,000	20,000	20,000	100,000
Bond Proceeds (Police Station and Library)	0	0	738,190	10,136,810	700,000	3,275,000	4,475,000	19,325,000
Transfer from Tourism Fund for Public Art Program	0	165,000	0	0	0	0	0	0
Transfer from Utility Fund (Capitol Landing Road Redesign)	0	0	300,000	0	0	0	0	300,000
TOTAL REVENUES	\$4,542,283	\$5,460,167	\$7,781,595	\$18,926,415	\$9,078,641	\$11,901,829	\$16,209,831	\$63,898,311

CAPITAL EXPENDITURES

			FIVE YEAR CAPITAL IMPROVEMENT PROGRAM					
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
PUBLIC WORKS								
Street Construction								
Repaving Program	\$977,958	\$1,001,050	\$794,830	\$525,000	\$525,000	\$550,000	\$550,000	\$2,944,830
Repaving - Quarterpath Park Parking Lot	0	0	150,000	0	0	0	0	0
Repaving - Municipal Parking Lots	0	0	10,000	0	0	0	0	0
Historic Area Streets	349,875	0	0	300,000	300,000	300,000	300,000	1,200,000
Ironbound Road Improvements (Phase I, II, & III)	1,308	0	0	761,700	1,612,600	1,117,100	1,743,700	5,235,100
Capitol Landing Road & Bypass Road Intersection	0	0	700,000	1,444,760	0	0	0	2,144,760
Traffic Signals	0	0	97,940	495,060	190,200	104,300	0	887,500
Bridge Inspections & Maintenance	21,000	0	20,000	350,000	20,000	0	20,000	410,000
Corridor Enhancement & Underground Wiring								
Capitol Landing Road Redesign	0	3,447,148	1,300,000	1,382,700	0	0	0	2,682,700
Monticello Avenue Redesign	834,228	834,228	0	0	0	0	0	0
Pedestrian & Bicycle Improvements	0	0	0	0	0	0	0	0
Sidewalk Construction - Francis Street Sidewalk/ Trail	287,788	0	0	0	0	0	0	0
Monticello Avenue Multi- Use Trail	641,445	0	0	0	0	0	0	0
College Woods Circuit	0	30,000	10,000	0	0	0	0	10,000
Lafayette Street Reconstruction	0	0	0	0	300,000	600,000	5,245,000	6,145,000
Newport Avenue Sidewalks	0	0	0	0	100,000	0	0	\$100,000
S. Henry St Sidewalk to the Oaks	0	0	0	50,000	124,500	124,500	124,500	423,500

CAPITAL EXPENDITURES (CONTINUED)

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM								
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
Stormwater Management								
Stormwater Infrastructure Improvements	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0
Capitol Landing Road Outfall Stream Restoration	0	584,991	0	0	0	0	0	0
Walnut Hills Outfall Stream Restoration	0	0	0	0	0	422,600	0	422,600
Route 143 Embankment & Outfall Erosion Repair	0	0	0	350,000	0	0	0	350,000
TOTAL PUBLIC WORKS	\$3,113,602	\$5,977,417	\$3,082,770	\$5,659,220	\$3,172,300	\$3,218,500	\$7,983,200	\$23,115,990
RECREATION, CULTURE & OPEN SPACE								
Facilities								
Kiwanis Park	\$322,428	\$0	\$180,000	\$160,000	\$100,000	\$0	\$0	\$440,000
Quarterpath Park	85,580	150,000	25,000	450,000	225,000	0	0	700,000
Waller Mill Park	116,400	110,000	110,000	300,000	30,000	0	0	440,000
College Park, Highland Park & Wales Subdivision	0	0	85,000	0	0	0	65,000	150,000
TOTAL RECREATION, CULTURE & OPEN SPACE	\$524,408	\$260,000	\$400,000	\$910,000	\$355,000	\$0	\$65,000	\$1,730,000

CAPITAL EXPENDITURES (CONTINUED)

			FIVE YEAR CAPITAL IMPROVEMENT PROGRAM					
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
PUBLIC SAFETY								
Facilities								
Fire Station Renovation	\$200,000	\$11,561,634	\$2,948,910	\$0	\$0	\$0	\$0	\$2,948,910
Police Station Renovation	0	0	738,190	11,511,810	250,000	0	0	12,500,000
E-911 Regional Center Expansion	45,000	0	45,000	45,000	45,000	45,000	45,000	225,000
Regional RMS	90,000	0	0	0	0	0	0	0
Equipment								
Fire Department								
Firefighting Equipment	35,000	165,775	50,000	50,000	50,000	50,000	50,000	250,000
EMS Equipment 4 for Life Grant	12,000	68,304	20,000	20,000	20,000	20,000	20,000	100,000
Cardiac Monitoring & Defibrillator Replacement	0	0	0	0	350,000	\$0	0	350,000
Gas Monitoring Instrumentation Replacement	0	0	20,000	0	0	\$0	0	20,000
Law Enforcement								
Take Home Vehicle Program	0	0	300,000	0	0	\$0	0	300,000
Body Worn/In Car Cameras/Tasers	65,000	0	112,000	112,000	112,000	112,000	112,000	560,000
Mobile Data Terminal	8,003	0	0	28,000	28,000	28,000	28,000	112,000
Portable Radio Upgrades	140,816	0	0	0	75,000	0	0	75,000
In Car Camera System	10,563	0	0	28,000	28,000	28,000	28,000	112,000
Range Repairs and Upgrades	0	0	0	0	85,000	0	85,000	170,000
Semi-Portable ALPR Solar camera system	0	0	0	0	16,560	15,000	15,000	46,560
Axon VR De-Escalation & Conflction Training	0	0	0	11,000	11,000	11,000	11,000	44,000
TOTAL PUBLIC SAFETY	\$606,382	\$11,795,712	\$4,234,100	\$11,805,810	\$1,070,560	\$309,000	\$394,000	\$17,813,470

CAPITAL EXPENDITURES (CONTINUED)

				FIVE YEAR CAPITAL IMPROVEMENT PROGRAM				
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
COMMUNITY & ECONOMIC DEVELOPMENT								
Planning								
Comprehensive Plan Update	\$4,688	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Economic Development								
Economic Development Strategic Plan Update	28,685	0	0	0	0	0	0	0
Demolish DMV Building 942 Capitol Landing Road (on hold)	0	0	0	0	0	0	0	0
Brownfield Hazardous	0	340,233	0	0	0	0	0	0
Brownfield Petroleum	0	228,050	0	0	0	0	0	0
Public Art Program	0	165,000	0	0	0	0	0	0
Redevelopment & Housing								
Roof & Gutters replacement	0	0	49,600	49,600	49,600	49,600	49,600	248,000
Building Elevator Upgrade - Blayton	0	0	97,895	0	0	0	0	97,895
HVAC Replacement	0	0	36,790	36,790	36,790	36,790	36,790	183,950
Exterior Lighting at Blayton	46,000	0	0	0	0	0	0	0
City Housing Renovation	42,848	0	0	0	0	0	0	0
TOTAL COMMUNITY & ECONOMIC DEVELOPMENT	\$122,221	\$733,283	\$184,285	\$86,390	\$86,390	\$86,390	\$86,390	\$529,845

CAPITAL EXPENDITURES (CONTINUED)

			FIVE YEAR CAPITAL IMPROVEMENT PROGRAM						
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL	
				FY 2023	FY 2024	FY 2025	FY 2026		
GENERAL GOVERNMENT									
Facilities & Land									
Facility Painting	\$13,201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Community & Municipal Building HVAC	13,500	0	0	0	0	0	0	0	
Prince George Parking Garage LED Lighting	0	0	75,000	0	0	0	0	75,000	
Lafayette Street Fence Replacement	0	0	30,000	0	0	0	0	30,000	
Technology									
Broadband Assessment and Development	27,500	27,500	115,000	0	0	0	0	115,000	
Enterprise Resource Planning (ERP) System Replacement	38,682	38,682	0	0	0	0	0	0	
CAMA System Replacement - Project Accounting	\$0	10,000	2,000	0	0	0	0	2,000	
Microsoft Office 365 Program Upgrade	31,500	0	33,000	33,000	33,000	33,000	33,000	165,000	
A/V System Upgrades	0	0	60,000	0	0	0	0	60,000	
PC Replacement Program	30,000	0	30,000	30,000	30,000	30,000	30,000	150,000	
Website Redesign	62,000	0	0	0	0	0	0	0	
Voter Registration and Elections									
Voting Equipment	38,760	0	0	0	0	0	0	0	
Vehicles									
Vehicle Replacement Plan	707,258	0	588,000	353,000	130,000	80,000	270,000	1,421,000	
TOTAL GENERAL GOVERNMENT	\$962,401	\$76,182	\$933,000	\$416,000	\$193,000	\$143,000	\$333,000	\$2,018,000	

CAPITAL EXPENDITURES (CONTINUED)

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM								
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
AGENCIES & INTER-JURISDICTIONAL								
Facilities								
Williamsburg Regional Library Renovations	\$0	\$0	\$0	\$0	\$450,000	\$3,275,000	\$4,475,000	\$8,200,000
Courthouse Maintenance Projects	0	0	40,000	0	0	0	0	40,000
TOTAL AGENCIES & INTERJURISDICTIONAL	\$0	\$0	\$40,000	\$0	\$450,000	\$3,275,000	\$4,475,000	\$8,240,000
CONTINGENCY & DEBT SERVICE								
Contingency								
Capital Project Contingency	\$100,000	\$112,282	\$445,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,245,000
Outstanding Bonded Debt								
Principal Payments	862,300	0	905,920	952,200	1,401,250	1,469,065	1,805,160	6,533,595
Interest Payments	851,569	0	605,989	863,536	1,118,636	1,249,032	1,375,957	5,213,150
TOTAL CONTINGENCY & DEBT SERVICE	\$1,813,869	\$112,282	\$1,956,909	\$2,015,736	\$2,719,886	\$2,918,097	\$3,381,117	\$12,991,745
TRANSFER TO GENERAL FUND	\$1,759,376	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL CAPITAL EXPENDITURES	\$8,902,259	\$18,954,876	\$10,831,064	\$20,893,156	\$8,047,136	\$9,949,987	\$16,717,707	\$66,439,050

FUND BALANCES

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM								
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
Beginning Fund Balance	\$26,609,840	\$0	\$0	\$0	\$0	\$0	\$0	
Add Revenues, Grants, and Bond Proceeds	0	10,002,450	7,781,595	18,926,415	9,078,641	11,901,829	16,209,831	
Less CIP Projects & Debt Service Expended	0	0	(10,831,064)	(20,893,156)	(8,047,136)	(9,949,987)	(16,717,707)	
Estimated Operating Fund Surplus (Deficit) each year	<u>0</u>	<u>(27,857,135)</u>	<u>(3,049,469)</u>	<u>(1,966,741)</u>	<u>1,031,505</u>	<u>1,951,842</u>	<u>(507,876)</u>	
<u>Estimated Fund Balance at June 30th</u>	\$0	\$8,755,154	\$5,705,685	\$3,738,944	\$4,770,450	\$6,722,292	\$6,214,416	
NonSpendable	0	3,084,924	3,084,924	3,084,924	3,084,924	3,084,924	3,084,924	
Restricted - Bond	0	2,948,910	0	0	0	0	0	
Restricted - Grants	0	0	0	0	0	0	0	
Assigned - COVID-19 Contingency	<u>0</u>	<u>932,905</u>	<u>932,905</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	
AVAILABLE FOR FUTURE PROJECTS	<u>\$0</u>	<u>\$1,788,415</u>	<u>\$1,687,856</u>	<u>\$654,020</u>	<u>\$1,685,526</u>	<u>\$3,637,368</u>	<u>\$3,129,492</u>	



SCHOOL FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM								
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
Carryover Funds	\$745,969	\$0	\$0	\$0	\$0	\$0	\$0	\$0
School Requested:								
Maintenance and Improvements	0	0	4,597,100	\$5,361,700	\$4,616,300	\$5,316,900	\$9,963,900	\$29,855,900
New Construction:								
JHS - Expansion - Cafeteria - Design	0	0	221,400	0	0	0	0	221,400
JHS - Expansion - Cafeteria	0	0	0	2,277,700	0	0	0	2,277,700
WHS - Warhill Auxiliary Gym	0	0	3,485,500	0	0	0	0	3,485,500
LHS - Capacity Renovation - Design	0	0	254,400	0	0	0	0	254,400
LHS - Capacity Renovation	0	0	0	2,946,000	0	0	0	2,946,000
Elementary School Design	0	0	0	0	3,169,000	0	0	3,169,000
Elementary School Construction	0	0	0	0	0	28,520,200	0	28,520,200
Total CIP	0	0	8,558,400	10,585,400	7,785,300	33,837,100	9,963,900	70,730,100
City's Share of CIP	0	0	828,453	1,024,667	753,617	3,275,431	964,506	6,846,674
Estimated Total Fund Balance at June 30	0	8,009,185	4,131,263	1,139,855	1,417,744	94,154	(1,378,277)	(1,378,277)
Non Spendable	0	3,084,924	3,084,924	3,084,924	3,084,924	3,084,924	3,084,924	
Restricted - Bond	0	2,948,910	0	0	0	0	0	0
Restricted - Grants	0	0	0	0	0	0	0	0
Assigned - Education Stabilization Fund	0	745,069	0	0	0	0	0	0
Assigned - Public Art Program	0	0	165,000	0	0	0	0	0
Assigned - COVID-19 Contingency	0	0	932,905	0	0	0	0	0
AVAILABLE FOR FUTURE PROJECTS	\$0	\$1,230,282	\$113,434	(\$1,945,069)	(\$1,667,180)	(\$2,990,770)	(\$4,463,151)	

SCHOOL CAPITAL IMPROVEMENT PROGRAM CONTRIBUTION

This project represents City contribution to various capital expenditures for the joint Williamsburg-James City County school system. Anticipated funding amounts are \$828,453 for FY 22; \$1,027,667, FY 23; \$753,617, FY 24; \$3,275,431, FY25; and \$964,506, FY26. These estimates are based on the school system CIP. The City's share of these expenses is 9.6% of the FY22 total, as stipulated in the current funding agreement between JCC and the City. Remaining funds for any projects not completed at fiscal year-end are carried forward to the following year.

	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM				
	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES			
		FY 2023	FY 2024	FY 2025	FY 2026
School CIP Contribution	\$828,453	\$1,024,667	\$753,617	\$3,275,431	\$964,506



FY2022 CAPITAL IMPROVEMENTS PUBLIC WORKS



REPAVING PROGRAM

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#1 Character of the City, #3 Transportation
and #6 Recreation and Culture – Enhance
Existing Park Facilities



The City applied for FY22 “State of Good Repair (SGR)” funds for repaving a section of Richmond Road near Bypass Road at a cost of \$294,830. This funding is 100% federal dollars intended for primary roads only (with state route numbers). For streets not qualifying for SGR funding, the City budgets in the CIP for repaving of those roads as needed. Streets are selected based on an annual street survey conducted by the department. Approximately \$500,000 is budgeted annually so all streets are repaved on a rotating basis every 10-20 years dependent on traffic volumes and general condition. FY22 funds are also provided to repave Quarterpath Park parking lot (\$150,000) and restripe parking lots (\$10,000).

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Road Resurfacing	\$794,830	\$525,000	\$525,000	\$550,000	\$550,000
Parking Lot Repaving & Striping	160,000	0	0	0	0
TOTAL COST	\$954,830	\$525,000	\$525,000	\$550,000	\$550,000
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	660,000	525,000	525,000	550,000	550,000
Grants	294,830	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$954,830	\$525,000	\$525,000	\$550,000	\$550,000
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

Repaving reduces long-term operating fiscal impacts as preventative maintenance (repaving) considerably reduces the need for more costly, reactive maintenance expenses.

HISTORIC STREET PAVING

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation



In 2018, Colonial Williamsburg requested a modification of the Historic Area Streets agreement whereby the City would again maintain all the pavements within the Historic Area starting in July 2019. It has been many years since the pavements were last resurfaced, and wear from weather and heavy use combined with various repairs have culminated in a surface that does not fit with the surrounding area and atmosphere that visitors have come to expect.

This will be a multi-year project focusing at first on those streets in the Historic Area that are in most need of refurbishment. The new surface will be selected to best blend with the historic nature of the street by using brown stone but will also focus on long-term durability, accessibility, and affordability.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$300,000	\$300,000	\$300,000	\$300,000
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	300,000	300,000	300,000	300,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$300,000	\$300,000	\$300,000	\$300,000
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

Repaving reduces long-term operating fiscal impacts as preventative maintenance (repaving) considerably reduces the need for more costly, reactive maintenance expenses.

IRONBOUND ROAD IMPROVEMENTS (PHASES II & III)

YEAR INTRODUCED:
FY 2017

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation



Ironbound Road Improvements is divided into 3 phases. Phase I included the redesign of the Longhill Road intersection and the relocation of Longhill Road. This phase was completed in FY19.

Phases II & III of the Ironbound Road project will be completed concurrently due to available funding. The combined project includes the redesign and widening from Middle Street to Depue Drive. The planned improvement includes a roadway with three (3) lanes, pedestrian/bicycle improvements, streetlights, underground wiring, and creating dual left turn lanes at the Richmond Road intersection. The project also includes coordination of the traffic signals at Richmond Road, Longhill Road, and Treyburn Drive. This project will be completely funded through the VDOT federal-aid Smart Scale program for a total cost of \$5,235,100 in FY23-FY26.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$761,700	\$1,612,600	\$1,117,100	\$1,743,700
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	0
Grants	0	310,100	1,612,600	0	0
	0	451,600	0	1,117,100	1,743,700
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$761,700	\$1,612,600	\$1,117,100	\$1,743,700
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

The fiscal impact from these projects will be negligible. Despite adding pavement and additional lanes, increased maintenance and revenue will be minimal.

CAPITOL LANDING ROAD & BYPASS ROAD INTERSECTION

YEAR INTRODUCED:
FY 2018

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation



Capitol Landing Road is being reconstructed as part of an effort to encourage redevelopment along this gateway corridor. The project includes two (2) anchor intersections. The Capitol Landing and Bypass Roads intersection is the southern terminus of the redevelopment project. The redesign includes a standard, signalized, 90-degree "T" intersection, which will create a focal point and a new development pad along the southwestern edge of the intersection.

The City was awarded Smart Scale funds from VDOT, which will provide 100% of the required funding for this project in FY22-23: \$700,000 FY22; \$1,444,760 FY23.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$700,000	\$1,444,760	\$0	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	0
Grants	700,000	1,444,760	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$700,000	\$1,444,760	\$0	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	562	562	562	562
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$562	\$562	\$562	\$562

FISCAL IMPACT SUMMARY:

The ongoing fiscal impact from this project is solely due to the operation of a new traffic signal once constructed. Despite adding pavement and additional lanes, increased maintenance will be de minimis. The potential for additional revenue exists if a new development pad results post construction.

TRAFFIC SIGNALS

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation – eMobility Efforts

The City was awarded a federal Highway Safety Improvement Program (HSIP) grant to install “flashing yellow arrow” (FYA) indications for 12 of the 17 traffic signals in the City. The remaining five signals are unsuitable for the FYA signals. The flashing yellow arrows provide for a more intuitive left turning motion than the currently used “yield on green ball” indicators, and many studies have shown that a safer roadway system results from their use. The cost for the FYA project is \$243,000 will be 100% federal HSIP dollars awarded in FY22 and FY23.

The City is also planning on replacement of the Second Street and Page Street signals in FY23 at a cost of \$350,000 as part of a 30-40 year life cycle based on use and general condition.

The City also applied for and was awarded Smart Scale funding in FY24 and FY25 for Pedestrian Improvements and Signal Optimization for two corridors: Richmond Road (\$203,500) and Lafayette Street (\$91,000). This funding is 100% federal dollars and will install or upgrade pedestrian signals on a limited basis and provide for synchronization of the traffic signals for improved progression during peak and off-peak hours.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$97,940	\$495,060	\$190,200	\$104,300	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	350,000	0	0	0
Grants	97,940	145,060	0	0	0
	0	0	142,500	61,000	0
	0	0	47,700	43,300	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$97,940	\$495,060	\$190,200	\$104,300	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	562	562	562	562
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$562	\$562	\$562	\$562

FISCAL IMPACT SUMMARY:

There is no direct fiscal impact beyond the initial capital outlay since no new signals are proposed. Improvements in traffic operations result in reduced travel time delays and energy savings for the users of the transportation network.

BRIDGE INSPECTION & MAINTENANCE

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation



This project includes federally required biennial inspections in even numbered fiscal years (\$20,000 each) for five (5) bridges and one large box culvert. They are located along Page Street, Capitol Landing Road, Merrimac Trail, Bypass Road, Quarterpath Road, and South Henry Street. In addition to the biennial inspections, replacement of the Page Street bridge bearings are scheduled for FY23 at a cost of \$350,000.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$20,000	\$350,000	\$20,000	\$0	\$20,000
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	20,000	350,000	20,000	0	20,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$20,000	\$350,000	\$20,000	\$0	\$20,000
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

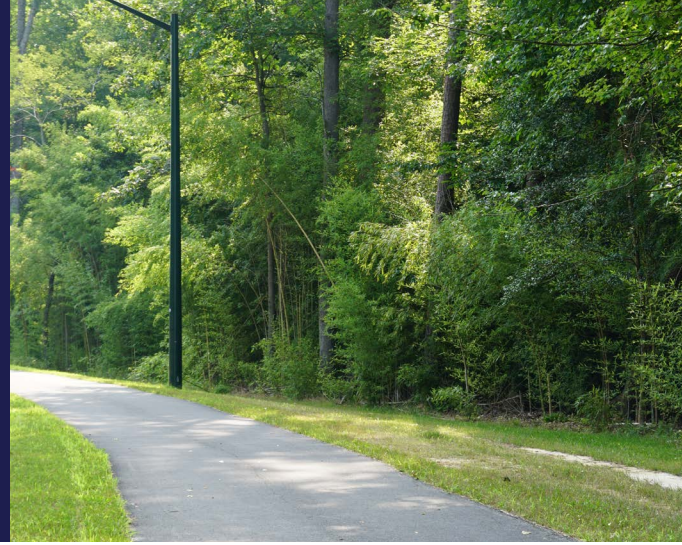
FISCAL IMPACT SUMMARY:

The completion of the work will improve the reliability of the structures and preventative maintenance is less costly than reactive maintenance costs.

COLLEGE WOODS MULTI-USE CIRCUIT

YEAR INTRODUCED:
FY 2019

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation



The Planning Commission has encouraged the construction of a 1.5 mile± multi-use path connecting John Tyler Lane and the Strawberry Plains residential area. The GIO's call for the consideration of a multi-use facility along Strawberry Plains Road, John Tyler Lane, Jamestown Road, and Richmond Road that would form a loop with the recently completed Monticello Avenue multi-use trail. A rough estimate for the facility would be in the \$2 million+ range. The planned expense of \$40,000 in FY22 is for a master plan study of the proposed facility to help identify the best route, provide construction estimates, and determine a funding strategy.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$40,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$30,000	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	10,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$40,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

Beyond the costs of the study, this project's long-term fiscal impact is unknown at this time. The study will determine fiscal risk.

LAFAYETTE STREET RECONSTRUCTION

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation



This project will widen the roadway from south of Wythe Avenue to north of Bacon Avenue to provide wider travel lanes (from 9 ft to 11 ft) and meet standards for a minor arterial; maintain on-street parking on the east side of street; widen the sidewalk on the west side; add a shared-use path on the east side to connect to the Municipal Center; underground wiring; and the installation of new streetlights. The Arts District sidewalk project from prior year CIPs is combined with this project for a total budget of \$6,145,000 through FY26. The City was awarded \$4,329,000 in VDOT federal-aid Smart Scale funding beginning in FY24. The remaining funds (\$1,816,000) will be from local funds to pay for underground wiring and utility betterments. Costs in FY24-FY25 are to begin design and utility relocations in anticipation of construction in FY26.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$300,000	\$600,000	\$5,245,000
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	1,816,000
Grants	0	0	300,000	600,000	3,429,000
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$0	\$300,000	\$600,000	\$5,245,000
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

The fiscal impact from this project will be negligible. Despite adding pavement, sidewalks, and streetlights, increased maintenance and revenue will be minimal.

NEWPORT AVENUE SIDEWALK

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation – eMobility Efforts



This project will install a sidewalk along one side of Newport Avenue between Griffin Avenue and South Boundary Street. The sidewalk will not only provide for a neighborhood requested pedestrian improvement but will also provide a deterrent to cut-thru vehicular traffic by narrowing the street and slowing speeds. \$100,000 is programmed for FY22 to saw cut the existing pavement, install new curb and gutter & entrances, and construct the new sidewalk.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$0</u>	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$30,000	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	10,000	0	100,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$40,000</u>	<u>\$0</u>	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The fiscal impact from this project will be negligible. Despite adding sidewalks, increased maintenance and revenue will be minimal.

SIDEWALK TO THE OAKS

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#3 Transportation – eMobility Efforts



The Oaks sidewalk extension runs about 2,200 feet, from College Landing Park along South Henry Street to the entrance to The Oaks subdivision. The sidewalk will provide pedestrian access from The Oaks subdivision into the downtown area of the City. \$50,000 is included in FY22 to determine routing and design documents.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$50,000</u>	<u>\$124,500</u>	<u>\$124,500</u>	<u>\$124,500</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	50,000	124,500	124,500	124,500
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$0</u>	<u>\$50,000</u>	<u>\$124,500</u>	<u>\$124,500</u>	<u>\$124,500</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The fiscal impact from this project will be negligible. Despite adding sidewalks, increased maintenance and revenue will be minimal.

WALNUT HILLS OUTFALL STREAM RESTORATION

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



The City intends to apply for a grant for FY25 from the Virginia Stormwater Local Assistance Fund (SLAF) administered by DEQ for stream bank stabilization and restoration of an existing channel in the Berkeley Hills and Walnut Hills subdivisions adjacent to Walnut Hills Baptist Church. The existing channel will be restored using guidance for water quality improvements for nutrient and sediment reduction to be included in the City's Chesapeake Bay TMDL Action Plan.

The total cost of \$422,600 is a 50% State, 50% City distribution.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$422,600</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	211,300	0
Grants	0	0	0	211,300	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$422,600</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

Beyond the costs of construction, this project will not have a fiscal impact. The additional maintenance costs will likely be negligible.

ROUTE 143 EMBANKMENT & OUTFALL EROSION REPAIR

YEAR INTRODUCED:
FY 2021

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



The roadway embankment at the corporate limit with York County on Merrimac Trail is eroding from a storm drainage inlet outfall. The project will extend and repair the storm sewer and discharge it lower on the slope to the existing stream channel while dissipating the energy. The embankment will then be regraded to a uniform slope and permanently stabilized with vegetative cover.

The City intends to apply for a FY23 grant from the Virginia Stormwater Local Assistance Fund (SLAF) administered by DEQ. The total cost of \$350,000 is a 50% State, 50% City distribution.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$350,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	175,000	0	0	0
Grants	0	175,000	0	0	0
Bonding	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL REVENUE	<u>\$0</u>	<u>\$350,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

Beyond the costs of construction, this project will not have a fiscal impact. The additional maintenance costs will likely be negligible.

CURBLESS BOUNDARY STREET AT CITY SQUARE

YEAR INTRODUCED:
FY 2022

CITY COUNCIL GOALS & INITIATIVES:
#1 Character of the City



The Downtown Vibrancy Plan identified City Square as a location for an Activity Node and proposed a multi-million dollar redesign of the road to create an area that can be closed to traffic for events. Making Boundary Street a curbless street at City Square is a less expensive option to create an area that can be closed to traffic and become an event space between the Community Building and the Library Plaza.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$0	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$0	\$0	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

Creating an activity node at City Square will provide an additional venue for downtown events. Events increase foot traffic to downtown with immediate and long term gains of more customers downtown, which increases sales, meals, and room tax revenue.

LAFAYETTE STREET FENCE REPLACEMENT

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#1 Character of the City



The existing wooden privacy fence along Lafayette Street from Armistead Avenue to Harriet Tubman Drive is in need of replacing. The fence serves as a safety measure and provides some privacy from vehicular traffic for the houses in Crispus Attucks, which back up to Lafayette Street. The fence is approximately 20 years old.

\$20,000 was budgeted in FY21 to replace the fence with a similar wooden fence.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$30,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	30,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$30,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

There is minimal fiscal impact other than maintenance costs initially will be reduced with a new fence.

PRINCE GEORGE PARKING LED LIGHTING

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety & #7 Environmental
Sustainability



This project will replace existing lighting in the Prince George Parking Garage (PGPG). The existing fixtures are metal halide, and sodium vapor and the proposal is to use LED fixtures which provide better lighting at a reduced cost. The return on investment (ROI) is a 5-year turnaround.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$75,000	\$0	\$0	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	75,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$75,000	\$0	\$0	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	(15,000)	(15,000)	(15,000)	(15,000)	(15,000)
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	(\$15,000)	(\$15,000)	(\$15,000)	(\$15,000)	(\$15,000)

FISCAL IMPACT SUMMARY:

The LED fixtures will pay for themselves over a 5-year period, and the fixtures will last longer.

FY2022 CAPITAL IMPROVEMENTS PARKS & RECREATION



KIWANIS PARK IMPROVEMENTS

BASKETBALL COURT

KIWANIS PARK IMPROVEMENTS

YEAR INTRODUCED:
FY 2021

CITY COUNCIL GOALS & INITIATIVES:
**#6 Recreation & Culture – Parks, Recreation
& Culture**



In FY22 the basketball court will be replaced and an additional court with amenities and accessible pathway will be added. In FY23 the tennis court lights will be upgraded to the Musco Light-Structure Retrofit System. FY24 will include sidewalk upgrades and installing concrete surface in dugouts. Carry forward funding will be used to complete FY21 projects that were put on hold due to COVID-19.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$180,000</u>	<u>\$160,000</u>	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	180,000	160,000	100,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$180,000</u>	<u>\$160,000</u>	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

There will not be a fiscal impact due to these projects.

QUARTERPATH PARK IMPROVEMENTS

YEAR INTRODUCED:
FY 2021

CITY COUNCIL GOALS & INITIATIVES:
#6 Recreation & Culture – Parks, Recreation
& Culture



In FY22 backline fencing for the sand volleyball courts will be added and amenities replaced (\$25,000). In FY23 the shelter and playground will be replaced and in FY24 add a ninja warrior style obstacle challenge course. Carry forward funding will be used to complete projects from FY20-21 that were put on hold pending a decision to construct a regional indoor sports complex.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$25,000	\$450,000	\$225,000	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	25,000	450,000	225,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$25,000	\$450,000	\$225,000	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

There will not be an additional fiscal impact as a result of the above projects.

WALLER MILL PARK IMPROVEMENTS

YEAR INTRODUCED:
FY 2021

CITY COUNCIL GOALS & INITIATIVES:
#6 Recreation & Culture



Projects in FY22 include replacing the dog park fence (\$50,000) and replacing the floating fishing dock (\$60,000) both due to wood rot. In FY23 the main playground will be replaced and relocated. In FY24 reshingle shelters. Carry forward funding will be used to complete FY20 projects that were put on hold due to COVID-19.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$110,000	\$300,000	\$30,000	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	110,000	300,000	30,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$110,000	\$300,000	\$30,000	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

There is no additional fiscal impact from these projects.

COLLEGE PARK, HIGHLAND PARK, & WALES SUBDIVISION PARKS IMPROVEMENTS

YEAR INTRODUCED:
FY 2022

CITY COUNCIL GOALS & INITIATIVES:
#6 Recreation & Culture – Parks, Recreation & Culture



In FY22 ADA accessibility improvement at College Landing Park by providing an accessible pathway from the parking lot to the pier (\$25,000). Also in FY22 replace playground and amenities at Highland Park (\$60,000). In FY26 replace the playground and fence at Wales Subdivision.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$85,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$65,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	85,000	0	0	0	65,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$85,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$65,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

There is no additional fiscal impact due to these projects.

FY2022 CAPITAL IMPROVEMENTS PUBLIC SAFETY



FIRE STATION DEMOLITION & RECONSTRUCTION

YEAR INTRODUCED:
FY 2017

DEPARTMENT:
FIRE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety –Modernize Facility for Fire



The Fire Station, constructed in 1978, has planned maintenance costs were deemed prohibitive given the life of the structure and the capability of the existing station to meet needs of the department. In August 2020, City Council provided staff with direction to pursue a single station solution and to demolish and reconstruct the current fire station located at 440 N. Boundary Street. Demolition cost is estimated at \$205,000 and is expected to begin in September 2021. Funding from the 2017 bond issue is available for appropriation in the amount of \$ 2,948,910.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$2,948,910	\$0	\$0	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$2,948,910	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$2,948,910	\$0	\$0	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

There will not be a direct fiscal impact beyond the cost of completion due to improved reliability and efficiency of the improvement and deployment of resources.

POLICE STATION RENOVATION

YEAR INTRODUCED:
FY 2018

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The Williamsburg Police Department Building was constructed in 1977 and the building now needs significant renovations. These renovations include fixing a failing roof, repairing structural decay, and needed safety improvements. A study of need and current facility capability was conducted and recommendations for improvement were approved. This project involves ongoing discussions with City leadership.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$738,190	\$11,511,810	\$250,000	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	0
Grants	0	0	0	0	0
Bonding	738,190	11,511,810	250,000	0	0
TOTAL REVENUE	\$738,190	\$11,511,810	\$250,000	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

The Fiscal Impact of this project is dependent on the building design. Operating budget impacts may occur depending on the operating costs of a new building which may be significantly different depending on energy and HVAC requirements.

E-911 REGIONAL CENTER EXPANSION

YEAR INTRODUCED:
FY 2009

DEPARTMENT:
FIRE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The City Council approved consolidation of the public safety answering point (PSAP) with York County in February 2009. This required an expansion of the PSAP in York County. The City supported costs of that renovation equal to annual debt service of \$45,000 in each FY of CIP. At the time the estimated City savings due to the consolidation equaled approximately \$200,000 annually.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$45,000</u>	<u>\$45,000</u>	<u>\$45,000</u>	<u>\$45,000</u>	<u>\$45,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	45,000	45,000	45,000	45,000	45,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$45,000</u>	<u>\$45,000</u>	<u>\$45,000</u>	<u>\$45,000</u>	<u>\$45,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The completion of the work will not have a direct fiscal impact beyond the cost of completion due to improved reliability and efficiency of any new improvements including equipment.

AID TO LOCALITY (ATL) FUNDING – FIREFIGHTING EQUIPMENT

DEPARTMENT:
FIRE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



This project consists of Aid to Localities funding and includes future funding estimated at \$50,000 in each year for the next four years. State code mandates specific use of these funds, with annual reporting to the Virginia Department of Fire Programs. While it is difficult to forecast specific fire equipment needs, some examples of the type of equipment purchased with this funding includes personal protective equipment, hose, firefighting tools and fire suppression foam.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	0
Grants	50,000	50,000	50,000	50,000	50,000
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The availability of grant funds for Fire equipment reduces expenditures in the Fire Department operating budget each year, as these are essential to operations.

4 FOR LIFE GRANT

DEPARTMENT:
FIRE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



Use of this funding is limited to providing EMS training and purchasing EMS equipment, and is reported annually to the Virginia Office of Emergency Medical Services. This funding is primarily used to support EMT-Paramedic training, Advanced Cardiac Life Support training and to replace EMS equipment and supplies used on a daily basis. The majority of FY22 funding will be utilized to enhance training opportunities for Advanced Life Support providers and equipment. The anticipated expense in each future FY accommodates annual paramedic training and daily EMS supplies.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	0
Grants	20,000	20,000	20,000	20,000	20,000
Bonding	0	0	0	0	0
TOTAL REVENUE	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

The availability of grant funds for EMS equipment and training reduces expenditures in the Fire Department operating budget each year, as these are essential to operations.

CARDIAC MONITORING AND DEFIBRILLATOR REPLACEMENT

YEAR INTRODUCED:
FY 2021

DEPARTMENT:
FIRE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The fire department's current inventory of cardiac monitors and defibrillators are aging, nearing their life expectancy. In anticipation of emerging technology in the next few years, coupled with the life expectancy of our current units, planning to replace these units is a priority for the fire department. Cardiac monitors and defibrillators are critical to the adequate Advanced Life Support service delivery to our community.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$350,000	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	350,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$0	\$350,000	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

While the fiscal impact for this project is difficult to measure, the planning of the project will help reduce unnecessary costs related to maintain our current inventory. Additionally, once the next generation monitors are released, it is anticipated that a trade-in program may be available to offset the cost of the project.

GAS MONITORING INSTRUMENTATION REPLACEMENT

YEAR INTRODUCED:
FY 2021

DEPARTMENT:
FIRE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The department's gas monitoring instrumentation system is aging and is need of replacement. The oldest gas monitor is approximately 12 years old. As technology has developed, gas monitoring instrumentation has profoundly improved. The department seeks to replace its four gas monitoring system with a five gas monitoring system which will enhance the capability and capacity of the department to help mitigate gas related emergencies.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$20,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	20,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$20,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

While difficult to describe the fiscal impact, new gas monitoring instrumentation will improve the safety of personnel operating at gas emergencies and significantly enhance the department's capacity and capability when responding to such incidents.

TAKE HOME VEHICLE PROGRAM

YEAR INTRODUCED:
FY 2022

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



A take-home vehicle is a large draw for current and potential employees and almost all neighboring jurisdictions have a take-home car policy. A study conducted by Maryville PD found that Departments trying to recruit and retain high quality officers are at a disadvantage when competing with agencies with a home fleet program. In order to recruit and retain high quality employees, a take-home vehicle program is proposed for those employees residing in the City.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	300,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

This program includes funding for six (6) new police vehicles at \$50,000 per vehicle. Utilization of police vehicles that are being taken out of service may be considered for this program. Fiscal impact includes operating impacts of maintenance and repair of additional vehicles.

LAW ENFORCEMENT EQUIPMENT – BODY CAMERAS AND TASERS

YEAR INTRODUCED:
FY 2020

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The Axon OSP7+ program includes additional GPS tracking and redaction features, as well as Axon's Records, Citizen and Performance modules. These increase the safety of the officers while ensuring the highest level of officer accountability. The administrative suite of features will increase personnel effectiveness and efficiency while ensuring FOIA compliance. This is a continuation of a FY21 project.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$112,000</u>	<u>\$112,000</u>	<u>\$112,000</u>	<u>\$112,000</u>	<u>\$112,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	112,000	112,000	112,000	112,000	112,000
Grants	0	0	0	0	\$0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$112,000</u>	<u>\$112,000</u>	<u>\$112,000</u>	<u>\$112,000</u>	<u>\$112,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	(22,000)	(22,400)	(22,889)	(23,347)	(23,814)
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>(\$22,000)</u>	<u>(\$22,400)</u>	<u>(\$22,889)</u>	<u>(\$23,347)</u>	<u>(\$23,814)</u>

FISCAL IMPACT SUMMARY:

The use of non-lethal devices and body cameras may reduce legal liability for the department. The Commonwealth Attorney's office needs additional staff to file, store, and review data recorded by the cameras. The City will incur its share of the cost to support two additional paralegals in the CA's Office. The City's share of the cost for FY21 will be \$22,000. A two percent increase in salary cost is assumed with each successive year.

LAW ENFORCEMENT EQUIPMENT – MOBILE DATA TERMINAL

YEAR INTRODUCED:
FY 2021

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The mobile data terminals were replaced recently. To ensure continuity of the MDT program, the MDT's are on a current recycling cycle of three (3) years. The costs of each unit is \$7,000 and includes the hardware, software and installation. Maintenance costs are \$25 per month per unit, beginning after the one year warranty expires.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>\$28,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	28,000	28,000	28,000	28,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$0</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>\$28,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	\$0
Operating (Cost)	0	0	(4,000)	(8,000)	(12,000)
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>(\$4,000)</u>	<u>(\$8,000)</u>	<u>(\$12,000)</u>

FISCAL IMPACT SUMMARY:

The annual maintenance costs associated with this project are \$25 per month, per unit, beginning after the one year warranty expires.

PUBLIC SAFETY EMERGENCY RADIOS

YEAR INTRODUCED:
FY 2021

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The Williamsburg Police Department portable radios are replaced on an equipment replacement plan as they reach the end of their useful lives. In FY22, there are 15 radios due to be replaced to complete the program.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$75,000	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	75,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$0</u>	<u>\$0</u>	<u>\$75,000</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

All officers will have the most modern, up-to-date portable radios available to ensure their safety.

AXON 3 IN-CAR CAMERA SYSTEM

YEAR INTRODUCED:
FY 2021

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The WPD utilizes the Axon Fleet system in the police vehicles. This system is integrated into the Evidence Storage System for video storage and has proven to be more effective and efficient with lower cost. The Axon 3 system will provide more features that will increase safety and accountability. This system includes a fully-integrated ALPR system, increasing effectiveness while reducing expense and additional complex systems.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>\$28,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	28,000	28,000	28,000	28,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$0</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>\$28,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The current contract with Axon for the current mobile camera system expires in December of 2021. At this time a new contract will be necessary and allow for an opportune time for upgrades in software and hardware. The inclusion of an ALPR in the new system will eliminate the need to purchase separate ALPR units and reduce maintenance costs.

FIRING RANGE REPAIRS & UPGRADES

YEAR INTRODUCED:
FY 2021

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The WPD's Firing Range is in need of refurbishment in order to adequately address concerns of safety, liability, and efficiency. These concerns are due to almost 20 years of projectile build-up and the use of common, mixed-grade impact berm media (clay, dirt, gravel, and sand) which has resulted in a situation where ricochet is a higher possibility. The storage buildings at the range are also in need of replacement.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$0</u>	<u>\$85,000</u>	<u>\$0</u>	<u>\$85,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	85,000	0	85,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$0</u>	<u>\$0</u>	<u>\$85,000</u>	<u>\$0</u>	<u>\$85,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

There are no annual contract costs associated with this repair and upgrade program and maintenance costs, if any, should be minimum as the project is projected to be completed every five years, eliminating any annual costs.

SEMI-PORTABLE ALPR SYSTEM

YEAR INTRODUCED:
FY 2021

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



Axon's solar-powered ALPR system will be deployed in an effort to resolve community concerns and solve crimes. In 90 days WPD received reports of 121 vehicle tamperings, motor vehicle thefts, and thefts from vehicles. These camera systems will provide real-time actionable intelligence on crime, and can be geographically redeployed to meet the changing needs of our community.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$0</u>	<u>\$16,500</u>	<u>\$15,000</u>	<u>\$15,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	16,500	15,000	15,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$0</u>	<u>\$0</u>	<u>\$16,500</u>	<u>\$15,000</u>	<u>\$15,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The above costs reflect 6 units at \$208 per month with an original installation fee of \$260 per unit. The units are powered by solar energy so there is no electricity fee. The contract will include a pre-determined number of unit re-locations per year, per unit.

AXON VR DE-ESCALATION & DE-CONFLICTION TRAINING

YEAR INTRODUCED:
FY 2021

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



In order to increase the ability of an officer to de-escalate a situation or to de-conflict an incident, thorough training is required to provide alternatives to actions taken. Axon provides this training through a Virtual Reality program utilizing Oculus VR units. This system eliminates the need for expensive equipment and large amount of space for implementation.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$0</u>	<u>\$11,000</u>	<u>\$11,000</u>	<u>\$11,000</u>	<u>\$11,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	11,000	11,000	11,000	11,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$0</u>	<u>\$11,000</u>	<u>\$11,000</u>	<u>\$11,000</u>	<u>\$11,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The cost for this program is \$20 per month X 42 officers, for a total of \$11,000 per year.

CRIME SCENE VAN

YEAR INTRODUCED:
FY 2022

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The Forensic Technician currently utilizes a regular police SUV type vehicle. This vehicle is not efficiently conducive for the transportation and use of the specialized equipment that is necessary for this function. A van that can be modified for this purpose is a more effective mode of transport.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$50,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	50,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$50,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

This vehicle will be put in the regular vehicle CIP program. Grant funding will also be explored as an option for this vehicle.

PUBLIC SAFETY EQUIPMENT TRAILER

YEAR INTRODUCED:
FY 2022

DEPARTMENT:
POLICE

CITY COUNCIL GOALS & INITIATIVES:
#4 Public Safety



The Williamsburg Police Department has a multitude of traffic safety equipment for use in traffic control situations, such as during special events, accident scenes, road closures, etc. The trailer utilized to secure this equipment has reached its capacity and a new, larger trailer is required for the safety, security and transportation of these items.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$8,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	8,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$8,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

By safely and securely storing these items (cones, signs, barriers, etc.), they will have an extended life and reduce the necessity to replace them as often.

FY2022 CAPITAL IMPROVEMENTS WILLIAMSBURG REDEVELOPMENT & HOUSING AUTHORITY



REPLACEMENT OF ROOFS & GUTTERS

YEAR INTRODUCED:
FY 2022

CITY COUNCIL GOALS & INITIATIVES:
#5 Human Services, Health, and Education



The Authority seeks to replace the roofs and gutters for all sites over a 5 year period. It is the Authority's goal to address 4-6 roofs per year.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$49,600</u>	<u>\$49,600</u>	<u>\$49,600</u>	<u>\$49,600</u>	<u>\$49,600</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	49,600	49,600	49,600	49,600	49,600
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$49,600</u>	<u>\$49,600</u>	<u>\$49,600</u>	<u>\$49,600</u>	<u>\$49,600</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The existing 3-tab shingle roofs and the deteriorating plywood and gutters will be replaced over a 5 year time frame, with the goal being 4-6 roofs per year. Scheduled replacement of roofs reduces maintenance cost and the expense of the need for unscheduled repairs.

BLAYTON BUILDING ELEVATOR UPGRADE

YEAR INTRODUCED:
FY 2022

CITY COUNCIL GOALS & INITIATIVES:
#5 Human Services, Health, and Education



To modernize the elevator to make it reliable and serviceable. As this is the only elevator which serves this Elderly/Disabled building. It is recommended that WRHA proceed with this upgrade in order to avoid future extended shutdowns.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$97,685	\$0	\$0	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	97,685	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$97,685	\$0	\$0	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

To maintain decent and safe accommodations to the Elderly and Disabled residents of the Housing Authority, the elevator must be operational at all times.

HVAC REPLACEMENT

YEAR INTRODUCED:
FY 2022

CITY COUNCIL GOALS & INITIATIVES:
#5 Human Services, Health, and Education



The Authority seeks to replace 10 HVAC units per year until all Family Site units (66 units) have an energy efficient system.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$36,790</u>	<u>\$36,790</u>	<u>\$36,790</u>	<u>\$36,790</u>	<u>\$36,790</u>
FUNDING SOURCES					
Carry Forward Funding	0	0	0	0	0
Operating Revenues (Sales Tax)	36,790	36,790	36,790	36,790	36,790
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$36,790</u>	<u>\$36,790</u>	<u>\$36,790</u>	<u>\$36,790</u>	<u>\$36,790</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

Due to the age of the current HVAC systems at the Family sites, the units are in need of an upgrade, to make them more energy efficient and reliable.

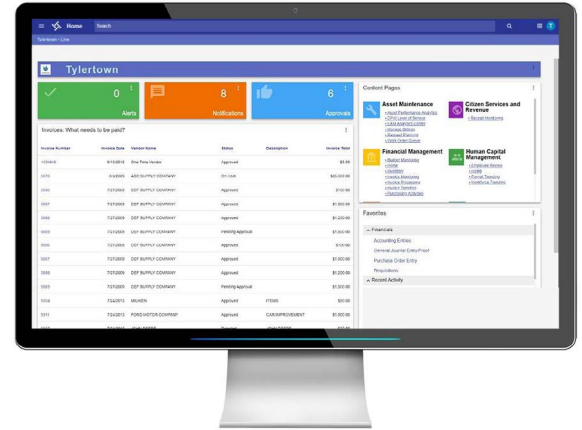
FY2022 CAPITAL IMPROVEMENTS FINANCE



PROJECT ACCOUNTING TYLER SOFTWARE MODULE PROGRAM

YEAR INTRODUCED:
FY 2022

CITY COUNCIL GOALS & INITIATIVES:
#8 Citizen Engagement/City Governance



Implementation of a Project and Grant Accounting module to provide a fully integrated multi-year, detailed tracking of CIP and grant projects. The module will allow the capture the history of all project related information including budgets, revenues, expenditures over the life of the project. Users will have the ability to divide projects into various detail layers (i.e. phases, tasks, and sub-tasks) to track activities at a high or granular level. It is recommended that this project be funded by a \$10,000 carryforward from the CAMA System Project with a supplemental addition of \$2K of operating revenue in FY22.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$12,000	\$0	\$0	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$10,000	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	2,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$12,000	\$0	\$0	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	1,018	1,018	1,018	1,018
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$1,018	\$1,018	\$1,018	\$1,018

FISCAL IMPACT SUMMARY:

Recurring licensing fees will be \$1,018 annually.

FY2022 CAPITAL IMPROVEMENTS INFORMATION TECHNOLOGY



BROADBAND ASSESSMENT & DEVELOPMENT

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
Economic Vitality – A Broadband and 5G Future



City Council's GIOs call for staff to research and develop a broadband policy for the City. A staff team was convened and the project goals laid out. Based on the goals of the project, staff felt it would be more appropriate to enlist a consultant to perform an assessment and survey of capabilities as well as design and build a broadband plan for the City moving forward. With the broadband work being done on the southside, in addition to transoceanic fiber coming to Virginia Beach, it became even more apparent that this work would require the help of a consulting company with a deep understanding of these projects. This project would hire a consulting company to, over a 2-year period, perform an assessment and survey of current capabilities and then design a broadband plan for the City to implement in future years.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$115,000	\$0	\$0	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$55,000	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	115,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$170,000	\$0	\$0	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

A plan will assist in determining and prioritizing the needs and requirements for a broadband plan for the City.

OFFICE 365

YEAR INTRODUCED:
FY 2019

CITY COUNCIL GOALS & INITIATIVES:
#8 Citizen Engagement/City Governance



The City of Williamsburg utilizes the features and functionality of the Microsoft Office 365 platform across the entire organization. This project renews that licensing on an annual basis.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$33,000	\$33,000	\$33,000	\$33,000	\$33,000
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	33,000	33,000	33,000	33,000	33,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$33,000	\$33,000	\$33,000	\$33,000	\$33,000
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

No follow-on impacts related to the budget outside of the annual renewal.

COMMUNITY BUILDING A/V UPGRADES

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#8 Citizen Engagement/City Governance



The Community Building is used by citizens and City employees on a routine basis. The audio-visual systems in these two key locations are very old, lacking many newer technology features and require upgrade. This project would replace the audio-visual systems in both locations with up to date features, including new wide-screen projection capability, greatly improved sound as well as the ability to have multiple microphones without requiring the end-user to manipulate any equipment.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$60,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	60,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$60,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The replacement of these outdated systems will not have a direct fiscal impact beyond the cost of completion. Efficiency is gained by staying current with new technology.

PC REPLACEMENT PROGRAM

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#8 Citizen Engagement/City Governance

Annually, the City follows a PC replacement schedule, replacing those computers that have reached end of life (4 years) or fail during the FY. The department requests \$30,000 for this expense in each FY.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u><u>\$30,000</u></u>	<u><u>\$30,000</u></u>	<u><u>\$30,000</u></u>	<u><u>\$30,000</u></u>	<u><u>\$30,000</u></u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	30,000	30,000	30,000	30,000	30,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u><u>\$30,000</u></u>	<u><u>\$30,000</u></u>	<u><u>\$30,000</u></u>	<u><u>\$30,000</u></u>	<u><u>\$30,000</u></u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u><u>\$0</u></u>	<u><u>\$0</u></u>	<u><u>\$0</u></u>	<u><u>\$0</u></u>	<u><u>\$0</u></u>

FISCAL IMPACT SUMMARY:

The replacement of computers will not have a direct fiscal impact beyond the cost of completion. Efficiency is gained by staying current with new technology and software.

FY2022 CAPITAL IMPROVEMENTS AGENCIES & INTERJURISDICTIONAL



MAINTENANCE

WILLIAMSBURG/JCC COURTHOUSE

WILLIAMSBURG LIBRARY RENOVATION



The Williamsburg Library facility was constructed in 1974 with two additions in 1982 and 1988. The facility hosts 600,000 annual visits, over 2,500 meetings and programs, and 65% of the 1.2 million system annual check-out transactions. The Williamsburg Regional Library system meets almost all major AAA standards with the exception of facilities, where it ranks a single A. The AAA standard is 1 square foot per capita. The actual library space, minus the theater and basement is 25,000 square feet, which translates to .34 SF per capita. At 300% beyond recommended capacity, the library lacks any additional space to offer new technology, a teen area, seating, collaborative work spaces, or space for other contemporary library services. This project budgets an estimate beginning in FY 24 with the intent to engage in discussions with James City County and York County concerning the possibility of a joint facility. The previous budget included \$245,000 for HVAC repair and in FY 22 this amount has been transferred to contingency, until the new library is built, unless there is a catastrophic need for its use.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$450,000	\$3,275,000	\$4,475,000
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	0	0
Grants	0	0	450,000	3,275,000	4,475,000
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$0	\$450,000	\$3,275,000	\$4,475,000
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

The completion of the renovations will reduce on-going maintenance costs. The use of more efficient equipment and design may minimally reduce operating costs.

WILLIAMSBURG/JCC COURTHOUSE MAINTENANCE PROJECTS (CONTINGENCY)



The City of Williamsburg and James City County jointly own and operate the Williamsburg/James City County Courthouse as authorized by §17.1-281 of the Code of Virginia. Each locality has previously authorized the assessment of a courthouse maintenance fee of \$2 for each civil and criminal action and/or traffic case in the District or Circuit Courts for the City of Williamsburg and James City County. The Clerk of the Circuit Court collects and remits fees monthly to the City's Department of Finance, acting as agent for the Courthouse Maintenance Fund. Funds are invested in the Commonwealth of Virginia's Local Government Investment Pool. Disbursements are approved by resolution of both the Williamsburg City Council and the James City County Board of Supervisors for capital projects deemed necessary.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$40,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	40,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$40,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

Fiscal impact will be analyzed when specific projects are determined.

WILLIAMSBURG/JCC SCHOOLS

YEAR INTRODUCED:
FY 2020



This project represents City contribution to various capital expenditures for the joint Williamsburg-James City County school system. These estimates are based on the school system CIP. The City's share of these expenses is 9.68% of the FY22 total as stipulated in the current funding agreement between JCC and the City. Remaining funds for any projects not completed at fiscal year-end are carried forward to the following year.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$828,453	\$1,024,667	\$753,617	\$3,275,431	\$964,506
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	828,453	1,024,667	753,617	3,275,431	964,506
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$828,453	\$1,024,667	\$753,617	\$3,275,431	\$964,506
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

The completion of work will not have a direct fiscal impact beyond the cost of completion due to improved reliability and efficiency of any new improvements, including appliances.

VEHICLE REPLACEMENT FIVE YEAR PLAN SUMMARY

CAPITAL IMPROVEMENT PROGRAM (SALES TAX)

DEPARTMENT	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Building Inspection	\$35,000	\$35,000	\$0	\$0	\$0
City Manager	0	0	0	0	35,000
Economic Development	0	0	0	0	0
Engineering	0	35,000	0	0	0
Finance	0	0	0	0	0
Fire	375,000	0	0	40,000	0
Human Services	0	35,000	0	0	0
Planning	0	0	0	0	0
Police	25,000	98,000	0	0	40,000
Public Utilities	0	0	0	0	0
Public Works	113,000	80,000	100,000	40,000	160,000
Recreation	0	30,000	30,000	0	35,000
WRHA	40,000	40,000	0	0	0
CAPITAL IMPROVEMENT PROGRAM	<u>\$588,000</u>	<u>\$353,000</u>	<u>\$130,000</u>	<u>\$80,000</u>	<u>\$270,000</u>

UTILITIES

DEPARTMENT	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Public Utilities	<u>\$0</u>	<u>\$0</u>	<u>\$340,000</u>	<u>\$0</u>	<u>\$40,000</u>
UTILITIES TOTAL	<u>\$0</u>	<u>\$0</u>	<u>\$340,000</u>	<u>\$0</u>	<u>\$40,000</u>

GRAND TOTAL

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
GRAND TOTAL	<u>\$588,000</u>	<u>\$353,000</u>	<u>\$470,000</u>	<u>\$80,000</u>	<u>\$310,000</u>

SALES TAX VEHICLES

BUILDING INSPECTION

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
6573	2008	Ford	Escape 4x4 SUV	Yes/No	114731L	64,949	\$0	\$35,000	\$0	\$0	\$0
2679	2016	Ford	Explorer 4WD	No/No	172031L	29,509	0	0	0	0	0
4988	2017	Jeep	Compass 4x4	No/No	172037L	27,928	0	0	0	0	0
4687	2019	Ford	Explorer	No/No	202566L	6,744	0	0	0	0	0
00000B	2022	Ford	Explorer (New Inspector)	No/No		0	<u>35,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL BUILDING INSPECTION							<u>\$35,000</u>	<u>\$35,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

CITY MANAGER

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
5925	2017	Ford	Explorer - Silver	No/No	172044L	22,418	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$35,000</u>
TOTAL CITY MANAGER							<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$35,000</u>

ECONOMIC DEVELOPMENT

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
0048	2018	Yamaha	Yamaha Golf Cart	Yes/No	N/A	N/A	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL ECONOMIC DEVELOPMENT							<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

ENGINEERING

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
2324	2005	Ford	Explorer 4x4	No/Yes	122-984L	72,367	<u>\$0</u>	<u>\$35,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL ENGINEERING							<u>\$0</u>	<u>\$35,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FINANCE

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
5924	2017	Ford	Explorer	No/No	172045L	11,081	\$0	\$0	\$0	\$0	\$0
2913	2021	Ford	Explorer	No/No	202584L	10	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL FINANCE							<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FIRE

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
8941	1949	Mack	Fire Truck	No/No	16-977L	N/A	\$0	\$0	\$0	\$0	\$0
66	1988	Homemade	Boat Trailer (Zodiac)	No/No	84-728L	N/A	0	0	0	0	0
8405	1988	Haulmark	Utility Trailer	No/No	65-835L	N/A	0	0	0	0	0
5004	2004	Cargo	Trailer	No/No	129018L	N/A	0	0	0	0	0
7761	2004	ACSI	Decontamination Truck	No/No	84-725L	N/A	0	0	0	0	0
1409	2005	Ford	3/4 Ton Diesel 4x4 Pick-Up	No/No	122-973L	71,762	0	0	0	0	0
0700	2008	Chevrolet	Impala Non- Replacement	No/No	114733L	69,231	0	0	0	0	0
8061	2008	GMC	Ambulance (Reserve No)	No/No	159651L	84,527	0	0	0	0	0
2042	2011	Pierce	Pumper	No/No	159672L	47,240	0	0	0	0	0
6972	2011	Ford	Pierce Rescue	No/No	159653L	4,151	0	0	0	0	0
8179	2011	VMA/ PAMU	Cargo Trailer	No/No	159682L	N/A	0	0	0	0	0
2818	2012	Pierce	Quantum Fire Truck	No/No	172004L	28,747	0	0	0	0	0
4115	2013	Horton	Ambulance	No/No	172015L	75,760	375,000	0	0	0	0
RC313	2013	Wing	Inflatable 15'6"	No/No	N/A	N/A	0	0	0	0	0
2025	2014	Ford	SUV Interceptor WHI	No/No	172019L	49,651	0	0	0	40,000	0
3398	2014	Scotty	Safe House	No/No	172023L	N/A	0	0	0	0	0
7593	2014	Load Rite	Boat Trailer/16' Jon B	No/No	172025L	N/A	0	0	0	0	0
6509	2016	Road Rescue	Freightliner Ambulance	No/No	172033L	30,061	0	0	0	0	0
0582	2017	Chevrolet	Tahoe	No/No	172049L	27,599	0	0	0	0	0
0932	2017	Ford	Explorer - White	No/No	172043L	35,013	0	0	0	0	0
0933	2017	Ford	Explorer - White	No/No	172042L	24,09	0	0	0	0	0
6258	2017	Horton	Ambulance	No/No	202553L	44,835	0	0	0	0	0

FIRE (CONTINUED)

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
6835	2017	Pierce	Fire Truck-Pumper VE	No/No	172-039L	19,234	\$0	\$0	\$0	\$0	\$0
9453	2017	Chevrolet	Tahoe	No/No	172048L	12,970	0	0	0	0	0
0665	2019	Piece	Pumper Enforcer	No/No	202567L	10,554	0	0	0	0	0
6467	2020	Ford	Explorer - White	No/No	202573L	2,387	0	0	0	0	0
6672	2020	Polaris	Mini-Ambulance - ASAP	No/No	N/A	N/A	0	0	0	0	0
7264	2020	Ford	Explorer - White	No/No	202574L	1,553	0	0	0	0	0
9833	2021	Anvil Trailer	Enclosed Trailer for	No/No	202585L	N/A	0	0	0	0	0
TOTAL FIRE							<u>\$375,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$40,000</u>	<u>\$0</u>

HUMAN SERVICES

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
1666	2008	GMC	12 Passenger Van	No/Yes	114735L	47,676	\$0	\$35,000	\$0	\$0	\$0
9026	2013	GMC	12 Passenger Van	No/No	172013L	19,166	0	0	0	0	0
9878	2015	Dodge	Caravan	No/No	172028L	38,783	0	0	0	0	0
4870	2017	Jeep	Compass 4x4 4WD	No/No	172038L	31,007	0	0	0	0	0
0621	2019	Dodge	Journey	No/No	202568L	3,144	0	0	0	0	0
TOTAL HUMAN SERVICES							<u>\$0</u>	<u>\$35,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

PLANNING

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
7281	2020	Ford	Explorer 4WD	No/No	202572L	798	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL PLANNING							<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

POLICE

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
5572	2003	Texas Bragg	Trailer-Cone	No/No	111793L	N/A	\$0	\$0	\$0	\$0	\$0
2171	2006	Chevrolet	PU Crew Cab - Non Rep	No/No	UUL7757	97,539	0	0	0	0	0
0900	2007	Harley	FLPI - Motorcycle	No/No	2199L	17,735	25,000	0	0	0	0
1609	2011	Ford	4D Crown Vic (Unmarked)	No/No	XC9355	66,365	0	0	0	0	0
1610	2011	Ford	4D Crown Vic	No/No	ECN1102	93,410	0	0	0	0	0
3157	2012	Ford	SUV Escape XLT	No/No	159683L	31,589	0	48,000	0	0	0
1334	2013	Ford	SUV Interceptor Non	No/No	172009L	117,141	0	0	0	0	0
1335	2013	Ford	SUV Interceptor Non	No/No	172010L	104,403	0	0	0	0	0
5873	2013	Jeep	Wrangler	No/No	172016L	58,037	0	0	0	0	40,000
2024	2014	Ford	SUV Interceptor (Pat	No/No	172018L	141,982	0	0	0	0	0
2026	2014	Ford	SUV Interceptor (Un	No/No	WNN4064	82,426	0	50,000	0	0	0
2068	2014	Smart	Radar Trailer	No/No	172-027L	N/A	0	0	0	0	0
4689	2014	Smart	Low Speed Vehicle	No/No	172020L	16,233	0	0	0	0	0
6293	2014	Ford	SUV Int (Patrol) Non re	No/No	172022L	103,801	0	0	0	0	0
9778	2014	Ford	Interceptor Se	No/No	WNR8302	94,272	0	0	0	0	0
0	2015	Freedom	Cargo Trailer - Enclosed	No/No	172047L	N/A	0	0	0	0	0
3935	2015	Ford	4D Interceptor Unmarked	No/No	172034L	48,242	0	0	0	0	0
6999	2015	Chevrolet	Tahoe K1500	No/No	VBC7971	104,459	0	0	0	0	0
1881	2016	Chevrolet	Tahoe	No/No	VRJ7648	49,365	0	0	0	0	0
3753	2016	Ford	SUV Interceptor Unmarked	No/No	VHV8535	61,260	0	0	0	0	0
5032	2017	Ford	SUV Interceptor (Pat	No/No	172050L	89,987	0	0	0	0	0
5033	2017	Ford	SUV Interceptor (Pat	No/No	202551L	98,335	0	0	0	0	0
4419	2018	Ford	SUV Interceptor (Pat	No/No	202555L	36,514	0	0	0	0	0
4420	2018	Ford	SUV Interceptor Unmarked	No/No	UYF5174	12,900	0	0	0	0	0
8963	2019	Ford	SUV Interceptor (Pat	No/No	202564L	34,412	0	0	0	0	0
8964	2019	Ford	SUV Interceptor (Pat	No/No	202565L	33,435	0	0	0	0	0
8965	2019	Ford	SUV Interceptor (Pat	No/No	202562L	37,401	0	0	0	0	0
8966	2019	Ford	SUV Interceptor (Pat	No/No	202563L	35,466	0	0	0	0	0
1000	2020	SMC500	Radar Trailer	No/No	202579L	N/A	0	0	0	0	0

POLICE (CONTINUED)

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
1547	2020	SMC	Radar Trailer	No/No	202582L	N/A	\$0	\$0	\$0	\$0	\$0
2150	2020	Ford	SUV Interceptor Unmarked	No/No	202581L	104	0	0	0	0	0
5979	2020	Ford	SUV Interceptor (Pat	No/No	202576L	6,591	0	0	0	0	0
021A	2021	Ford	Interceptor Unmarked	Yes/No	N/A	10	0	0	0	0	0
TOTAL POLICE							<u>\$25,000</u>	<u>\$98,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$40,000</u>

PUBLIC UTILITIES

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
0537	1966	Cox	Boat Trailer	No/No	16-978L	N/A	\$0	\$0	\$0	\$0	\$0
A393	1993	Caroline Skiff	16'8 Length	No/No	N/A	N/A	0	0	0	0	0
1105	1996	Gator	Utility Vehicle	No/No	N/A	N/A	0	0	0	0	0
0152	2003	Venture	Boat Trailer	No/No	84-730L	N/A	0	0	0	0	0
1549	2004	Vactor	Model 2103 Sewer CLE	No/No	11-4704L	21,050	0	0	300,000	0	0
7493	2005	Ford	F350 3/4 Ton Utility Truck	No/No	122999L	82,755	0	0	0	0	0
1827	2006	Carryon	Carry On Trailer	No/No	172007L	N/A	0	0	0	0	0
8245	2006	Ford	Van-Camera Truck	No/No	114-748L	22,471	0	0	0	0	0
2256	2009	Ford	F-350 Diesel 4x4 PU	No/No	129042L	59,114	0	0	40,000	0	0
1177	2010	John Deere	Utility Vehicle TX4X2	No/No	N/A	N/A	0	0	0	0	0
9610	2011	Yamaha	50HP Outboard Motor	No/No	N/A	N/A	0	0	0	0	0
8374	2013	Ford	Explorer	No/No	172006L	64,670	0	0	0	0	40,000
2742	2014	Ford	F-150 Pickup Truck	No/No	172024L	52,785	0	0	0	0	0
1394	2015	Chevrolet	4WD Silverado PU	No/No	172035L	52,912	0	0	0	0	0
7798	2015	Inter- national	Dump Truck	No/No	172029L	8,714	0	0	0	0	0
5345	2018	Ford	F-250 4x4 Supercab Pic	No/No	202557L	10,496	0	0	0	0	0
5779	2019	Chevrolet	Colorado Pickup	No/No	202561L	14,484	0	0	0	0	0
4580	2020	Caterpillar	420F Backhoe	No/No	N/A	310	0	0	0	0	0
4845 1	2020	Chevrolet	Silverado Crew Cab P	No/No	202580L	10	0	0	0	0	0
5298P	2020	Inter- national	Flusher Truck MV607	No/No	202577L	1,505	0	0	0	0	0
TOTAL PUBLIC UTILITIES							<u>\$0</u>	<u>\$0</u>	<u>\$340,000</u>	<u>\$0</u>	<u>\$40,000</u>

PUBLIC WORKS

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
3258	2000	Ford	Tractor	No/No	N/A	1,150	\$0	\$0	\$0	\$0	\$0
5298	2000	Haulmark	Enclosed Utility Trailer	No/No	40-280L	N/A	0	0	0	0	0
9479	2001	GMC	1/2 Ton 4/4 Pickup Load	No/Yes	49-454L	95,301	45,000	0	0	0	0
5293	2003	Mid Atlantic	Utility Trailer	No/No	26-938L	N/A	0	0	0	0	0
3664	2004	BRI-MAR	2 Axle Dump Trailer	No/No	24-260L	N/A	0	0	0	0	0
0155	2006	Hudson	Utility Trailer	No/No	129020L	N/A	0	0	0	0	0
0995	2006	GMC	Pickup Truck	No/No	114-721L	81,886	0	0	0	0	0
1608	2006	Ford	Dump Truck	No/No	129025L	44,649	0	0	0	0	120,000
3514	2006	Currahee	Utility Trailer	No/No	129006L	N/A	0	0	0	0	0
8855	2006	Chevrolet	Tahoe SUV	No/No	123-000L	71,479	0	40,000	0	0	0
0869	2007	Ford	Explorer 4x4	No/No	114729L	78,950	0	0	0	0	0
2835	2008	Ford	3/4 Ton Pickup	No/No	114740L	53,800	0	40,000	0	0	0
8498	2008	Inter- national	Dump Truck	No/No	114732L	19,822	0	0	0	0	0
0931	2009	Ford	F-250 Gas 4x2 Pickup Truck	No/No	129043L	78,181	40,000	0	0	0	0
2018S	2012	Ford	Pickup Truck	No/Yes	172001L	60,224	0	0	40,000	0	0
4686	2012	Chevrolet	1/2 Ton Pickup Truck	No/No	172003L	37,290	0	0	0	40,000	0
6236	2012	Volvo	Roller	No/No	N/A	296	0	0	0	0	0
9242	2012	Ford	Bucket Truck	No/No	172014L	9,700	0	0	60,000	0	0
9442	2012	Ford	F-250 Crew Cab	No/Yes	172005L	40,289	0	0	0	0	40,000
0200	2013	Workman	Gator-Workman	No/No	N/A	1,248	0	0	0	0	0
8232	2014	John Deere	Leaf Box-Blsh Trailer	No/No	172026L	N/A	0	0	0	0	0
4273	2015	Ford	F-150 Crew Cab 4x2	No/No	172032L	36,635	0	0	0	0	0
7797	2015	Inter- national	Dump Truck/Plow/SPR	No/No	172030L	14,826	0	0	0	0	0
2504	2016	Bobcat	Compact Track Loader	No/No	N/A	N/A	0	0	0	0	0
3381	2018	Caterpillar	420F Backhoe	No/No	N/A	N/A	0	0	0	0	0
5826	2018	Ford	F-250 Reg Cab	No/No	202556L	7,293	0	0	0	0	0
9098	2018	American Trailer	Utility Trailer	No/No	202554L	N/A	0	0	0	0	0
9619	2018	Inter- national	Street Sweeper	No/No	202552L	8,705	0	0	0	0	0
2424	2019	Toro	Z Master Mower	No/No	N/A	N/A	0	0	0	0	0

PUBLIC WORKS (CONTINUED)

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
9649	2019	Inter-national	Dump Truck/Plow/Spr	No/No	202558L	1,205	\$0	\$0	\$0	\$0	\$0
9650	2019	Inter-national	Dump Truck/Plow/Spr	No/No	202559L	3,249	0	0	0	0	0
9651	2019	Inter-national	Dump Truck/Plow/Spr	No/No	202560L	1,693	0	0	0	0	0
1659	2020	Ford	F-250 Pickup Truck	No/No	202570L	567	0	0	0	0	0
2833	2020	Ford	F-150 Super Cab 4x4	No/No	202569L	3,602	0	0	0	0	0
4819	2020	Caterpillar	420F - Backhoe	No/No	N/A	N/A	0	0	0	0	0
00000P	2022	Toro	Mower	No/No	N/A	N/A	18,000	0	0	0	0
0000P	2022	Caterpillar	Bucket for Backhoe	No/No	N/A	N/A	10,000	0	0	0	0
TOTAL PUBLIC WORKS							\$113,000	\$80,000	\$100,000	\$40,000	\$160,000

RECREATION

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
5169	1994	Triton	Utility Trailer	No/No	19-406L	N/A	\$0	\$0	\$0	\$0	\$0
3321	2006	Chevrolet	4 Door Sedan	No/No	114-724L	70,026	0	30,000	0	0	0
2410	2008	Chevrolet	4 Door Impala	No/No	114734L	73,797	0	0	0	0	35,000
2427	2010	Yamaha 25 HP	Outboard Motor	No/No	N/A	N/A	0	0	0	0	0
4845	2011	Chevrolet	Pickup 4WD	No/No	159675L	60,225	0	0	30,000	0	0
0360	2014	John Deere	Tractor - Bunker/Rake	No/No	N/A	N/A	0	0	0	0	0
2901	2014	John Deere	Utility Vehicle - Gator	No/No	N/A	N/A	0	0	0	0	0
0292	2015	John Deere	Tractor - Bunker/Rake	No/No	N/A	N/A	0	0	0	0	0
0871	2015	John Deere	Tractor - 1027R	No/No	N/A	N/A	0	0	0	0	0
2981	2015	John Deere	Utility Vehicle 4x2	No/No	N/A	N/A	0	0	0	0	0
6350	2015	John Deere	Mower X320 with 48x	No/No	N/A	N/A	0	0	0	0	0
3000	2017	Ford	F-150 Crew Cab	No/No	172041L	23,365	0	0	0	0	0
4005	2020	Wenger	Trailer/Stage	No/No	202583L	N/A	0	0	0	0	0
9952	2020	American	Black Utility Trailer	No/No	202575L	N/A	0	0	0	0	0
9996	2020	Toro	Reel Master Mower	No/No	N/A	N/A	0	0	0	0	0
TOTAL RECREATION							\$0	\$30,000	\$30,000	\$0	\$35,000

WRHA

UNIT #	YEAR	MAKE	DESCRIPTION	HYBRID/FUTURE POTENTIAL ALT. FUEL	LICENSE #	MILEAGE AT 12/2020	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
8281	2002	Ford	Explorer	No/No	49-458L	105,582	\$40,000	\$0	\$0	\$0	\$0
7853	2004	Chevy	3500 Van	No/No		79,830	0	40,000	\$0	0	0
6963	2020	Carry On	Trailer	No/No	202578L	N/A	0	0	0	0	0
1765	2021	Ford	F-250 Service Body	No/No	202586L	80	0	0	0	0	0
TOTAL WRHA							\$40,000	\$40,000	\$0	\$0	\$0



CITY OF WILLIAMSBURG MEMORANDUM



TO: ANDREW O. TRIVETTE, CITY MANAGER
FROM: PLANNING COMMISSION
DATE: FEBRUARY 17, 2021
RE: CAPITAL IMPROVEMENT PROGRAM (CIP)

The Williamsburg Planning Commission has completed its review of the proposed Five-Year Capital Improvement Plan. The Commission held a public hearing on January 20, 2021, and a work session on January 27. Following a discussion on the CIP, the consensus of the Commission is to support the proposed Five-Year Capital Improvement Plan and strongly supports the following:

- Reinforcing the need for planning improvements along Merrimac Trail to include sidewalks and bike lanes on both sides of the street, bus stop improvements, and a sidewalk connection to Capitol Landing Road.
- Creating a vision plan with community input for the Downtown civic area to include the Blayton Building, Library, Fire, Police Station redevelopment and infrastructure improvements. The Commission feels strongly that a community discussion and input are needed to improve this area's design consistency.
- A study to determine the future construction of a multi-use trail that includes lighting to connect John Tyler Lane and Strawberry Plains Road to the multi-use trail along Monticello Avenue.
- Investigating a sidewalk along one side of Mill Neck Road from Jamestown Road through the S-Curve to the road/pathway into College Woods.
- Sidewalks and lighting improvements from College Creek Park to The Oaks on Henry being included in the CIP in the next five years.
- Addressing capacity issues at our local schools. A strong school system provides the best tools to educate our children, and helps our community attract the best teachers. Further, excellent schools are important for our future because they help attract new businesses, contributing many economic and social benefits to our city.
- Continue the city's current Broadband initiative and its possible future expansion to allow our citizens access to the internet as part of the city's services.

The commission looks forward to continuing its partnership with you and your staff to develop and implement the City's Capital Improvement Program.

Elaine McBeth, Chair
Williamsburg Planning Commission

UTILITY FUND CAPITAL IMPROVEMENT PROJECTS PROGRAM SUMMARY FY 2022-2026

	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	ESTIMATED THROUGH FY 2021	CARRY- OVER FROM FY 2021	ADOPTED BUDGET FY 2022	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2023	FY 2024	FY 2025	FY 2026	
CAPITAL REVENUES								
Transfer from Retained Earnings (Reserves)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$318,890	\$0	\$915,000	\$1,025,000	\$650,000	\$195,000	\$190,000	\$2,975,000
CAPITAL EXPENSES								
Water Supply								
Watershed Protection/ Water Quality	\$75,000	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
Waller Mill Dam Improvements	139,950	0	465,000	950,000	0	0	0	1,415,000
Water Treatment Improvements	33,994	0	0	0	0	0	0	0
Water Distribution/Storage								
Water System Improvements	550,000	0	300,000	0	0	0	0	300,000
Water Tank Inspections	0	0	0	0	45,000	0	0	0
Plant Wastewater Lagoons								
Lagoon Sludge Removal	0	0	0	0	0	120,000	0	120,000
Sewer Collection/ Transmission System								
Sewer System Rehab – SSO Program	24,404	0	75,000	0	75,000	0	75,000	225,000
Sewer Pump Station Reliability	64,301	0	0	0	40,000	0	0	40,000
Water/Sewer System Contingency								
Water/Sewer System – Contingency	125,010	0	75,000	75,000	75,000	75,000	75,000	375,000
Vehicles/Equipment								
Vehicles	397,112	0	0	0	340,000	0	40,000	380,000
TOTAL UTILITY FUND CAPITAL IMPROVEMENTS	\$1,409,771	\$0	\$915,000	\$1,025,000	\$650,000	\$195,000	\$190,000	\$2,975,000

FY2022 CAPITAL IMPROVEMENTS UTILITIES



WATERSHED PROTECTION/ WATER QUALITY

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



The City has been aggressive in purchasing watershed property for several decades to protect our drinking water source. The City now owns or has conservation easements on 60% of the watershed. Funding is set aside in FY24 to provide additional land acquisition should property become available. Funding is also for other initiatives such as forestry management and security improvements to the Plant and watershed (signage, access control).

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$75,000	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	75,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$0	\$75,000	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

While protecting the watershed around Waller Mill Reservoir will ensure a high quality water source, purchase or control of more property will result in a larger area to be managed, but this minimal impact is eliminated with the increased water quality benefit to water treatment.

WALLER MILL DAM IMPROVEMENTS

YEAR INTRODUCED:
FY 2019

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



The City has an operation and maintenance permit for Waller Mill Dam from the Department of Conservation and Recreation (DCR). Due to new regulations, the dam went from a low hazard to a high hazard classification. This new designation may require a substantial amount of work be completed at the dam. Using new rainfall criteria required by the State, our engineering firm did a study of the dam's capability to handle a worst-case rainfall event. Results of the study indicated that the earthen dam would overtop. This means that the City may be required to widen the spillway or raise the dam with structural material.

The City has a permit from the State conditioned upon improvements being made to the dam. Money was budgeted in FY21 for engineering work to review the latest State requirements and to determine options to protect the dam. Estimated budget figures are shown in FY23 and FY24 for construction of anticipated improvements.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$465,000</u>	<u>\$950,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	465,000	950,000	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$465,000</u>	<u>\$950,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

The impact is dependent on which type of solution is chosen, but any additional operating costs would be minimal.

WATER SYSTEM IMPROVEMENTS

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



The water distribution and collection systems require maintenance and upgrade as they age. This project addresses those needs as they are anticipated in any fiscal year. Examples of water system improvements include:

- Upgrade line size on developer installed systems (e.g. contribution to 16" extension to Fairfield Timeshares on Mooretown Road).
- Small line replacement program to improve water pressure in specific areas.
- Upgrades/replacements of pipelines in conjunction with road construction projects (e.g. Richmond Road and Braxton Court).
- Water line extensions to provide system looping to increase fire flow and service reliability (e.g. Quarterpath Road to Pocahontas Street).

\$300,000 is earmarked in FY22 for water line improvements on Capitol Landing Road (CLR) in conjunction with the CLR Redesign project.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	300,000	0	0	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

Scheduled replacement of water system infrastructure should reduce operating costs. Water extensions add piping to the water system with minimal increases in operating and maintaining infrastructure.

WATER TANK INSPECTIONS

YEAR INTRODUCED:
FY 2021

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



The City owns and operates 5 storage tanks: Jamestown Elevated Tank, Magruder Elevated Tank, Riverside Elevated Tank, City Shop Ground Storage Tank, & Water Plant Ground Storage Tank. To protect against corrosion and maintain appearances, the coatings systems need to be periodically inspected to assess their integrity. The Riverside tank was constructed in 2010 and the four remaining in-City tanks were last recoated in 2014. The roof of the Water Plant tank was replaced in 2016.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$45,000	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	45,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$0	\$45,000	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

Regularly scheduled inspection of the water system infrastructure should reduce operating costs and provide better planning for future capital expenditures. The completion of the work will not have a direct fiscal impact beyond the cost of completion.

LAGOON SLUDGE REMOVAL

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



The Water Plant must backwash the filter tanks and the sedimentation basins which produces wastewater that is directed to two on-site lagoons. The waste is mostly liquid with residuals of the chemicals added to treat the water such as carbon, alum, and fluoride.

The wastewater flows by pipe to the wastewater lagoons. The solids/sludge settle to the bottom and eventually, over time, fill up the lagoons and the sludge needs to be removed. The lagoons will need to be cleaned. \$110,000 is budgeted in FY2025 for that project.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$0	\$120,000	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	0	120,000	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$0	\$0	\$120,000	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

The completion of the work will not have a direct fiscal impact beyond the cost of completion.

SEWER SYSTEM REHAB – SSO PROGRAM

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



The original consent decree issued to all HRPDC localities by the State Department of Environmental Services (DEQ) was revised substantially. HRSD is managing the more extensive Sanitary Sewer Overflow (SSO) problems including those associated with the Regional Wet Weather Management Plan (RWWMP). The localities are responsible for their respective collection systems and resolve structural deficiencies and issues associated with management, operations, and maintenance (MOM) of the sanitary sewer system. As such, the City is budgeting money for repairs and sewer lining.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	<u>\$75,000</u>	<u>\$0</u>	<u>\$75,000</u>	<u>\$0</u>	<u>\$75,000</u>
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	75,000	0	75,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	<u>\$75,000</u>	<u>\$0</u>	<u>\$75,000</u>	<u>\$0</u>	<u>\$75,000</u>
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT SUMMARY:

These capital expenditures will be a factor in increasing utility rates. However, upgrading the sewer system will help reduce operation and maintenance costs.

SEWER PUMP STATION RELIABILITY

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



There are 15 sewage pumping stations in the City. Because the City drains into shellfish waters, the stations are classified as Reliability Class I stations which provides for the strictest standards of reliability. For example, the stations are required to have emergency backup power or other means of operating the pumps in case of power failure. As part of the Sanitary Sewer Overflow (SSO) Consent Decree, pump stations were identified as critical infrastructure to operate/maintain to avoid sewer overflows. These designations require heightened maintenance and failure avoidance.

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$0	\$0	\$40,000	\$0	\$0
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	0	0	40,000	0	0
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$0	\$0	\$40,000	\$0	\$0
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

The completion of the work will not have a direct fiscal impact beyond the cost of completion due to improved reliability and efficiency of any new improvements including equipment.

WATER/SEWER SYSTEM CONTINGENCY

YEAR INTRODUCED:
FY 2020

CITY COUNCIL GOALS & INITIATIVES:
#7 Environmental Sustainability



Water and sewer system contingency funds must be budgeted to cover unforeseen items on a yearly basis. The utility must have the money reserved in order to continue to operate on a continuous basis. Examples of water and sewer contingency expenditures include:

- Emergencies – major pipe line failures, pump/motor replacement, generator failures
- Contributions to new infrastructure installed by development
- Capital project contingency

COST ESTIMATE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TOTAL COST	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
FUNDING SOURCES					
Carry Forward Funding	\$0	\$0	\$0	\$0	\$0
Operating Revenues (Sales Tax)	75,000	75,000	75,000	75,000	75,000
Grants	0	0	0	0	0
Bonding	0	0	0	0	0
TOTAL REVENUE	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
OPERATING IMPACTS					
Revenue	\$0	\$0	\$0	\$0	\$0
Staffing Savings (Cost)	0	0	0	0	0
Facility Savings (Cost)	0	0	0	0	0
Program Savings (Cost)	0	0	0	0	0
Operating (Cost)	0	0	0	0	0
Debt Service	0	0	0	0	0
NET IMPACT	\$0	\$0	\$0	\$0	\$0

FISCAL IMPACT SUMMARY:

There is no fiscal impact to these emergency/contingency funds.